DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: CSNHS-M003-00(977) Bryan Chatham
P.I. No.: M003977
Resurfacing of I-95

OFFICE: Engineering Services

DATE: June 3, 2009

FROM: Ronald E. Wishon, Project Review Engineer REW

TO: David Crim, State Maintenance Engineer
Attn.: Willie Webb

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held on April 29, 2009. Responses were received on May 29, 2009. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
2	Construct traversable shoulders to avoid ramp shutdown	Design Suggestion	No	The existing ramp shoulders are not wide enough to support traffic – some are only 6 ft. wide. The existing shoulders consist of 1 ½" of asphalt on top of soil cement base. Rebuilding the shoulders would cost an additional $2 million. An NOI would be required if this work was included.
4	Investigate in-situ repair of ramps in lieu of replacement	Design Suggestion	No	The ramps have been in place since I-95 was constructed in the early 1970's. The slabs were inspected and the estimate was completed based on field observations.
9	Provide a contract item for base/subgrade reconstruction on ramps	Design Suggestion	No	The specifications for slab removal include preparation of base under Section 452.3.03.B. Additional pay items are not warranted.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved: Dell MRo **Date:** 6/3/09
Gerald M. Ross, PE, Chief Engineer

Approved: Richard Wayne Fedora **Date:** 6/15/2009
for **Rodney Barry, PE, FHWA Division Administrator**

REW/LLM
Attachments
c: R. Wayne Fedora/Aric Mance/Carlos Figueroa - FHWA
Genetha Rice Singleton
David Crim/Eric Pitts/Willie Webb/Reid Mathews
Will Murphy/Cory Knox
Hayden Rozier
Brad Saxon
Lisa Myers
Matt Sanders

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STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE CSNHS-M003-00(977), Bryan/Chatham
Resurfacing of I-95
PI: M003977

OFFICE Jesup, Georgia

DATE May 7, 2009

FROM Glenn W. Durrence, P.E., District Engineer

TO Ms. Lisa Myers, Engineering Services
Atlanta, Georgia

SUBJECT **VE Study Response**

Reference is made to the recommendations that were contained in the Value Engineering Study Report dated May 1, 2009 for the above referenced project. Responses and recommendations are as follows.

1. **Value Engineering Alternative Number 2: Construct traversable shoulders to avoid ramp shutdown.**

This alternate **is not** recommended for implementation due to the following reasons:

- The existing ramp shoulders are not wide enough to support traffic. Some of these ramps are only 6 foot wide, so they will have to be widened, as well as replaced.
- Cost - The existing shoulders are 1.5 inches of asphalt on top of soil cement base. The cost of placing a shoulder of 12 inches of GAB, 4 inches 25-mm, and 2 inches of 19-mm to stage traffic would cost an additional $1,605,528. With the removal of the existing shoulder, additional grading for widening, and erosion control. The cost will easily approach $2 million.
- Also, due to the grading work, an NOI would be needed.
- The construction and staging of ramp traffic would expose traffic to construction for a longer duration than the proposed weekend closures of the ramps.
- In order to stage the ramp construction, additional details and drawings would be needed to insure that traffic can indeed be maintained. There is concern about guardrail and overhead sign structures being in conflict, especially at the beginning of the exit ramps.

2. **Value Engineering Alternative Number 4: Investigate in-situ repair of ramps in lieu of replacement.**

This alternate **is not** recommended for implementation due to the following reasons:

- The slabs were inspected and the estimate was completed based on our field observations. These slabs have been in place since I-95 was constructed in the early 1970s and have received little to no maintenance in the last 35 years. It is our recommendation that this option is not viable due to the existing condition of the slabs.

3. **Value Engineering Alternative Number 9: Provide a contract item for base/subgrade reconstruction on ramps.**

This alternate **is not** recommended for implementation due to the following reasons:

- The specifications for slab removal cover the preparation of base under Section 452.3.03.B. Additional pay items are not warranted.

If additional information is needed, please advise.

GWD:BWS:bws

PRECONSTRUCTION STATUS REPORT FOR PI:M003977

PROJ ID : M003977
COUNTY : Bryan, Chatham
LENGTH (MI) : 11.70
PROJ NO.: CSNHSM00300977
PROJ MGR: Webb, Willie
OFFICE : Maintenance
CONSULTANT: No Consultant, GDOT In-House Design
SPONSOR : GDOT
DESIGN FIRM:

I-95 FROM SR 25/US 17/BRYAN TO I-16/CHATHAM

MPO: Not Urban, Savannah TMA
TIP #:
MODEL YR :
TYPE WORK: Resurface & Maintenance
CONCEPT: MIL/INLAY
PROG TYPE: Maintenance
Prov. for ITS: N
BOND PROJ :

DOT DIST: 5
CONG. DIST: 1, 12
BIKE: N
MEASURE: E
NEEDS SCORE:
BRIDGE SUFF:

MGMT LET DATE : 11/20/2009
MGMT ROW DATE :
SCHED LET DATE : 8/26/2009
WHO LETS?: GDOT Let
LET WITH :

SCHED START	*SCHED FINISH*	*ACTIVITY*	*ACTUAL START*	*ACTUAL FINISH*	*%*
	6/30/2009	Value Engineering Study	2/12/2009		82
		Environmental Approval	12/22/2008	1/21/2009	100

PROGRAMMED FUNDS

Phase	Approved	Proposed	Cost	Fund	Status	Date Auth
CST	LUMP	2013	26,741,137.50	L010	PRECST	

CST Cost Est Amt: 22,000,000.00 Date: 12/18/2008

STIP AMOUNTS

Phase	Cost	Fund
CST	0.00	L010

Bridge: NO BRIDGE REQUIRED
EIS: PCEApvd 01-21-09| CertifiedLetAug09| Alimia 05/05/09
LGPA: NOT APPLICABLE
Programming: LUMP SUM 0006194

District Comments

Prel. Parcel CT:
Under Review:
Released:
Total Parcel in ROW System:
Options - Pending:
Condemnations- Pend:
Cond. Filed:
Relocations:
Acquired:
Acquired by: N/R
Acquisition MGR:
R/W Cert Date: 4/6/09
DEEDS CT: